

Document 3

Patrick J. Pechnick, P.E.
January 16, 2001
Page 2

The City of Joliet does have the following comments regarding the proposed tollway/freeway:

1. RIGHT OF WAY:

3.1

Please secure adequate right of way width to allow the proposed toll road/freeway to be expanded to six lanes in the future from 127th Street to Interstate 80. Growth in Joliet/Will County, as well as trip destinations being generated in this north/south corridor, may require an additional lane in each direction in the future.

2. BRIDGES:

Ensure proposed bridges within the four lane cross sections are constructed to accommodate six lanes in the future. Lanes can economically be added if the bridges do not require widening.

3. INTERCHANGE AT BRUCE ROAD:

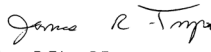
3.2

The City of Joliet recommends the capability to add an interchange at Bruce Road in the future. The Will County Highway Department as the lead agency has currently hired a consultant to begin a Phase I Study for the installation of an additional river crossing in the alignment of Caton Farm Road/Bruce Road. Further, the Caton Farm Road/Bruce Road corridor is part of an SRA route, which will require an interstate with I-355's extension.

Again, the City of Joliet strongly recommends and supports the extension of Interstate 355, from Interstate 55 south to Interstate 80, as proposed in the above-mentioned report.

Should you have any further questions regarding this matter, please feel free to contact me at (815) 724-4200.

Sincerely,


James R. Trizna, P.E.
Public Works Administrator

JRT:mms

cc: John M. Mezera, City Manager
James P. Shapard, Deputy City Manager
Dennis L. Duffield, P.E., Director of Public Works & Utilities
James E. Eggen, P.E., Utilities Administrator
James M. Haller, Director of Community & Economic Development
File copy

F:\Correspondence-Contracts\2001\DOCS\JRT\LTR\KOS PROJECT ENVIRONMENTAL STUDIE 1-355 SO EXT. 1-16-01.doc

Document 4



DuPage County
ROBERT J. SCHILLENSTROM
COUNTY BOARD CHAIRMAN

DEVELOPMENT & ENVIRONMENTAL CONCERNS

BUILDING (630) 682-7220 FAX (630) 682-7224	PLANNING (630) 682-7230 FAX (630) 784-3773	STORMWATER (630) 682-7230 FAX (630) 784-3773	ZONING/SUBDIVISION (630) 682-7220 FAX (630) 682-7224
--	--	--	--

February 28, 2001

John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Re: I-355 Extension Draft Supplemental Final EIS

Dear Mr. Kos:

4.5

Thank you for the opportunity to comment on the above referenced document. I am writing to re-confirm our interest in having bicycle and pedestrian accommodation included as part of this project. As you know, the 1996 DuPage County Regional Bikeway Plan, prepared by the DuPage County Regional Planning Commission in cooperation with the DuPage Mayors and Managers Conference, includes regional connections into neighboring counties. In reference to this proposed roadway improvement and its relationship to DuPage County, we would like to reiterate our desire to see the DesPlaines River Valley crossing designed according to current AASHTO standards providing for non-motorized accommodation.

This facility and associated roadway improvements are necessary to provide a cost-effective connection between DuPage County's regional network and the major regional trail planned immediately to our south --- the Centennial Trail.

As you know, waterways, interstates, and tollways present major barriers to non-motorized travel in many areas of our region. Designing this accommodation into your project improvements is the most cost effective means of addressing this need.

Connection to the Centennial Trail will eventually allow us access to the I&M Canal Trail, the Salt Creek Trail (at its eastern terminus at the Chicago Portage site) and, in the long term future, will link us to the Old Plank Road Trail.

The regional network in southern DuPage is part of the Woodridge Bikeway System (a joint undertaking of the Village of Woodridge and Woodridge Park District). Surrounding local communities have been working to tie their bikeways and trails into

E-mail: develop@dupageco.org

DU PAGE CENTER • 421 N. COUNTY FARM ROAD • WHEATON, IL 60187

Document 4

the Woodridge system. This will eventually provide a means for many southern DuPage residents to access Cook and Will County trails.

In addition, this improvement will connect trail users from the south to Waterfall Glen Forest Preserve. This is one of DuPage's most unique preserves. It contains an internal system of trails which allow users to enjoy the diverse aspects of this 2500-acre natural area.

During 1991-1995, an informal I-355 bikeway working group, composed of DuPage planners from the affected entities, met together and with your planners during the early stages of this project. A commitment was made to provide non-motorized connections. Attached are copies of some of the most relevant correspondence including a 1995 letter addressing this commitment from the Tollway Authority (at the time, discussion was underway of constructing this facility as a tollway).

While some conditions have changed, we are writing to reaffirm our interest in having this linkage provided. DuPage continues to move forward with implementing many regional and local trail improvements. This connection is essential if DuPage residents are to access other regional trails to the south and surrounding residents are to travel to our communities and forest preserves.

If there are any questions regarding this letter, please do not hesitate to contact me. Thank you for your time and consideration in this matter.

Sincerely,


Deborah J. Fagan, AICP
DuPage County Trail System Coordinator

Enclosures

c: I-355 Bikeway Working Group

P:\fagan\bike\I355Extensioncomments.djf.doc

Document 4

Mr. Kirk Brown, Secretary
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

RECEIVED
SEP 30 1993

DEVE

September 21, 1993

Dear Secretary Brown:

We would like to thank the Illinois Department of Transportation for meeting with us to discuss the FAP 340 Bikeway. We appreciate IDOT's efforts to coordinate with the neighboring communities, forest preserves, park districts and regional agencies in developing the accommodations for bicycles and the bikeway alignment.

We are excited about the proposals discussed at the August 4, 1993 meeting and yet we recognize the challenges involved, especially accommodating bicycle traffic crossing the Des Plaines River and the expense required. This project, however, provides a spectacular opportunity to demonstrate implementation of the goals and objectives of the Intermodal Surface Transportation Efficiency Act (1991) and the Clean Air Act Amendments of 1990. We believe this project would be the first demonstration of a regional intermodal transportation facility that will foster non-motorized travel, help relieve traffic congestion, and help to meet the air quality objectives of the Clean Air Act Amendments of 1990. The bikeway is also consistent with the three regional plans addressing land use, transportation and the environment -- the Strategic Plan for Land Resource Management, the 2010 Transportation System Development Plan, and the Northeastern Illinois Regional Greenways Plan.

We continue to support the bikeway parallel to the route, with the specific details worked out with the local agencies as we discussed at the meeting. Regarding crossing of the Des Plaines River, we support bicycle accommodation as part of the FAP 340 bridge over the river, plus the local road improvements and bridge connection to the Centennial Trail (options 2 and 3 as discussed at the meeting). This connection is needed to provide local access to the facility. Also, road crossings should not be barriers but instead should facilitate bicycle access.

We would like to again confirm our support of both accommodations for crossing the river valley: the bicycle facility suspended under the roadway bridge over the Des Plaines River, plus the local road improvements and low level bridge connecting to the Centennial Trail. According to the IDOT consultants for FAP 340, the initial estimated cost of the total bikeway with these two options is 6.9 million: 4.5 million for the suspended bridge, 1 million for the low level bridge and minor local road upgrades, and 1.4 million for the rest of the bikeway. This represents less than 1.6 % of the